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SUBJECT Sea Police Vessels

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- Vessels of Delphin type Nos 1, 2 and 5 could not continue their transfer trip from the yacht-building yard in Koepenick to Wolgast because of low water in the Oder River and lay idle in Fuerstenberg on the Oder River on and after 1 November 1953. They were forbidden to use the Hohenzollern Canal as far as Hohensaaten, as they would then have had to pass West-Berlin waters. Vice-Admiral Waldemar Verner promised to make the Poles flood the Oder River by opening the lock in Ratibor. The boats had sea police crews and carried three engineers of the Koepenick yachtbuilding yard. The dock tests of the boats had been concluded during the period from 25 to 27 October 1953 and had been attended by the sea police officers including Kapitaneleutnant Schneider of the Stralsund-Parow sea police school, Kapitaneleutnant Turo (fmu), sea police section engineer, Kapitaneleutnant Hans Holtorf, instructor on navigation at the Stralsund-Parow sea police school and Oberleutnant Voigt (fmu) of the sea police main administration. The tests showed that, at full load, the 7-kw generator needed 11.6 hp while the Junkers-type auxiliary unit yielded only 10 hp. The three vessels made 27.5 knots on the Mueggelsee (lake) on their shake-down runs, with pay load, with each engine developing 510 hp.
- The Delphin-type boats received galvanized gas pipes in the draining and fire-fighting systems to save copper. The power fuel lines were made of seamless steel pipes.

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1. Comment. Kapitaneleutnant Alfred Georg Schneider, born 5 August 1924, had been a chief navigating boatsman in the German navy and had been dishonorably discharged from the sea police for immoral conduct in August 1951, but was redrafted on 1 July 1952. He had attended the first shakedown run of the first Delphin-type on the Mueggelsee on 8 September 1953. Kapitaneleutnant Thurow (fmu) was reported as special instructor at the sea police school in Stralsund-Parow in early 1952. Kapitaneleutnant Hans Holtorf was previously reported as instructor on navigation at the Parow sea police school and the officers school at Schwedenschanze. He had been a master mariner holding an extra-master (sic) licence and, during the war, served as captain and navigation instructor with the German air force. Oberleutnant Voigt (fmu) of the coast-guard service was a member of the acceptance committee for KS-boat 26 in September 1953 and was reported as company commander of the guard unit of Hauptverwaltung See (Main Sea Administration) (HVS).

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